# THE DISASTER IN THE SOUND.

THE NARRAGANSETT FALLING APART. THE WRECKED STEAMER PERLING THE FURY OF THE WAVES-HER CARGO BEGINNING TO FLOAT AWAY-PROPLE WHO ARE STILL MISSING,

What remains of the steamer Narragansett has begun to break up, and the cargo is drifting away. No more bodies have been found on her. A large amount of unclaimed baggage is at Saybrook. The Stonington is being repaired. A revised list of the dead and missing, with some interesting details of the wreck, is appended.

THE WRECK BREAKING UP. NO MORE BODIES FOUND ON THE WRECK-THE CARGO PARTLY ADRIFT-THE DEAD AT SAY-

BROOK-INQUIRIES.

FROM THE SPECIAL CORRESPONDENT OF THE TRIBUNE. gansett, lying in the Sound off this place, is rapidly breaking up. There was a brisk breeze from the north this merning which transformed the blue surface of the Sound quickly into long ridges of white caps. The waves forced open the charred timbers of the wreck and a good deal of the cargo of the itlfated vessel fell out and floated away. The wreekers basied themselves in collecting this floating treasure and were nided without their consent by fishermen, whose boats had been hovering about the place all day seeking such an opportunity to secure salvage. Still some of the cargo eluded all the vessels in the vicinity of the wreck and became the prize of schooners craising far to the castward About every fisherman's family on the coast would seem to have seenred something from the wreck. One of these distant vessels encountered a large tragment of the wheel-box, bearing upon its face in gigantic letters the word " Narragansett." This inscription had been torn away by the storm of to

A schooner which reached this place this aftertroop reports a sad accident. It is said that a son of Captain Scott, the commander of the wrecking steamer Relief, of this port, was drowned at the wreck during the afternoon. His father, it is said, had gone to New-York to make a report to the owners of the Narragansett on the result of bisexamina tion of the vessel. It is believed by those who have seen the wreck to-day that she will not hold together much longer.

Late yesterday afternoon, when it was low tide and much of the vessel was exposed to view, Captain Scott and other divers penetrated to the lower ladies' cabin and examined the berths on the starboard side. To-day, it is reported, the examination was completed. No bodies were found at either

Fishermen have been the chief agents for the recovery of the bodies. Most of them have been found floating in the Sound by men employed in Menhaden fishing. The crews of the Etta J. Lewth and John W. Lewth recovered six bodies and took them to the factory of their employers, the Lucy Brothers. This factory, a long line of wooden structures, crowns Lyme Point, and may be seen for a long distance on the Sound. The bodies found were those of two men, two women and three children. An inquest was held yesterday, and the friends of several of the deceased persons were permitted to take them away. The bodies removed were those of E. J. Horton, of Attleboro, Mass.; of Mrs. J. K. Little, of New-York; of Mrs. William Stevens, of Boston; and of a girl about five years old, the daughter of A.P. Dix, of Brooklyn. Mr. Dix, who lost three children, identified this child to-day. Two bodies yet remain unidentified in the possession of the Lucy brothers. One is that of a man about forty-five years of age; dressed in a black cassimere suit, wearing a plain gold ring on the little finger, and having cuff buttons with a horse represented on one side and a dog on the The other body is that of a girl about nine years old, wearing a red plaid dress, a round leather purse containing a few pennies, and wearing at the neck a broad, flat pin of gold. The body of a boy about two years of age was taken to East Lyme to day. This child was partly burned on the hmbs. It has brown hair and wore a brown linen dress, with a gold necklace clasped about its neck. All of these bodies but one were encompassed by life preservers. Mr. Stevens had his wife's body forwarded

to Hoboken, her former home. In a large shed of the Lucy Brothers' factory there are stored twelve tranks and fourteen valises belonging to passengers of the Narragansett. They were nearly all found floating in the Race. One of the trunks is marked "George B. Martin," and another "Miss Doane." The other trunks are unmarked, but have the following numbered brass

day at the office of the Stonington Line was that the wreckers were at work at the Narragansett. Very little was known of what bad been discovered there, as the place is considerably removed from telegraphic communication. It was learned, however, that the divers had been down into the cabins, and had not found any more bodies. Say-

eral persons called at the office, wishing to be paid for lost articles. One man sent a telegram saying that he had lost three gold watches and a diamond stud, and another said that he valued his baggage at \$385. He added, in an off-hand manner, that he was in a hurry to leave the city, and would like to have " the little trifle settled at once."

THE PURSER'S ESTIMATES. Mr. Kiernan, the purser of the Narragansett, is still positive that the whole number of passengers did not exceed 300. He says that although Friday as a rule is the might when they carry the most passengers, last Friday was an exception. He is positive that he sold 140 tickets for Boston and eighty for Providence. There were a number of passengers on the boat who bought their tickets either at the pier or at some of the New-York offices. All such tickets had to be changed at his office. Every morning when the boat lands some persons are found who have not exchanged their tickets and as they attempt to land they are sent back to the pur-SAYBISOOK, June 14.—The wreck of the Narra- ser. He estimates that there were forty such persons aboard, half of them bound for Providence and the others for Boston. That, he says, is, the average number. Adding the number of such persons to the 220 tickets actually sold, he thinks that not more than 260 persons were bound for Providence and Boston. He has no record of the persons who wished to get off at other landings, but he considers that forty is a high estimate, making a total of 300 in all. Mr. Kiernan also said yesterday that for auother reason he was sure the number did not exceed 300 from his recollection of the crowd. Besides, he said there were only 115 staterooms and 134 births for the use of the passengers, the others being births for the use of the passengers, the others being occupied by the employés. There were thirteen of the staterooms sold after the boat had left the ciry. They had been engaged before but the persons did not call for them. In some of the statero are there were probably two persons, but in comparatively few of them. There were also a few persons who neither occupied a stateroom nor a birth, but slept elsewhere on the boat. He stated that in the published lists of the saved there were names of some persons who were not on board the Narragansett. He recognized some of them as persons who were on the Stonington, and returned by the City of New-York.

CONDITION OF THE STONINGTON. The Stonington in the sectional dock is being repaired by Henry Steers, the Greenpoint builder. It is thought that she will not be ready for two weeks, some of the officers to the contrary. An old shipbuilder, looking at the disabled boat, said that if the two steamboats belonged to different lines the captains would speak more freely. He thought that the timbers of the Stonington were old and decayed. The whole stern of the steamer from the fore foot to the first ventilator, be thought. would have to be made new. He declared that if the Stonington had been of sound wood sie would

the Stonington had been of sound wood she would have cut through the Narragausett and sunk her mistantly.

At the office of the Coast Wrecking Company in this city, it was stated that the only information received from the vessel at the sche of the wreck was that it appeared from the partial examination made by the divers that the Narrasausett was not as much damaged by the fire as was at first feared. No arrangements have yet been unde to raise the steamer. The efforts of the wreckers are now directed to saving the passengers' baggage and the imperishable freight. When all the freight and debris are removed, so that an examination of the hull can be made, it will then be determined whether the steamer will be raised or not.

TARING THE WRECKED V SSLLS' PLACE.

TAKING THE WRECKED V SSELS' PLACE. The officers of the company said yesterday that it was not decided yet what arrangements would be made to supply the place of the Narragansett on the line. The Stonington, it is said, will be repaired in two or three days. The Electra and the Doris, two two or three days. The Electra and the Doris, two freight heats, are making the trips temporarily, the latter having left her dock instrught heavily loaded. A notice has been received by the company from the Inspectors of Steamers requiring an official statement of the accident and the capean's flew all statements of the accident and the cases. This will be made as soon as the facts can be properly obtained from the captains and officers of the two steamers. The time is not fixed by law, but the officers sand that their report would be made immediately—probably within two or three days.

The crew of the Stonington was being paid off yesterday, and several of the Narragansett's crew received money from the company, though they were not paid their wages.

were not paid their wages.

THE REV. DR. ECCLESION'S EXPERIENCE. A TRIBUNE reporter visited Staten Island yester-day and called upon the Rev. Eccleston, rector of St. John's Church at Clifton. Dr. Eccleston was a passenger on board the Stonnegton last Friday night, and he gave the reporter a vivid description of the disaster.

"Although somewhat affected by deafness," said "Although somewhat affected by denfness," said he, "I was awakened shortly after II o'clock by the fog whistles on the Stoning-ton, which were distinctly abswered by some beat not far distant. The whisting continued for perhaps twenty minutes, and then the terrible erash occurred. My stateroom being near the bow of the beat, I parily dressed and instened to the forward deck, where the passengers were rapidly congregating. My first thought after the collision was to gird myself with a his-preserver. I searched the stateroom for one in vain. The shock of the

"AND A RIGHT GOOD CAPTAIN, TOO," " Archie " McLaughim, the head-cook of the Narragansett, who was reported missing, arrived in this city yesterday. He said to a TRIBUNE reporter that the only missing men of his department were two waiters-Lawson of Williamsburg and Huster of this city. The other cooks. William Johnson

and Thompson were saved. "As the fire broke out," he added, "I ran to the pilot house and as I reached I saw Captain Young coming out. I saw no one else there. The captain seemed to be taking matters goally. I saked.

there. The captain scened to be coulty. I asked.

""What is the trouble? And he replied,

"I don't know, Doctor,' (I was always called Doctor,' do the best you can.'

"We went directly from here to the life-boat on the burning side of the steamer, and I helped to cut the boat away with a knife one of the passengers gave me. Then Captain Young, the head clerk, the second porter, myself and two or three passengers got in and we shoved off."

"How many would the boat hold?" asked the reporter.

"About twenty."

"Why didn't you get other passengers, then ?"

"Because we thought that the steamer was ainking and we should be caught in the suction. Besides this, the flames drove us away. We then rowed to the Stonington."

"Didn't you see other passengers needing help on the steamer?" About twenty."

Oh, yes: the other end was crowded with them.

the steamer?"

"Oh, yes; the other end was crowded with them. But there were other boats there, and we had discovered that the plug of our heat was gone."

"Why was this plug gone?"

"That is what we want to find out," was the reply. "Captain Yoang went back with the boat from the Stonmaton, I had been on the Narraganisett three months, and I never saw a nicer company on board than on the night of the accident. I think there must have been 400 on board, as I supplied food to fully 250 1 am certain, for we were busy from the time the boat left New-York until a quarter to 11 o'clock."

Timothy Murphy, one of the deck-hands who was reior ed as missing, returned to this city yesterday. He said that as soon as he saw the boat was going to sink he junned overboard and claing to the pole of a mowing-machine. A man and a woman were also clinicing to it. He was to the water about an hour when he was picked up by a life-boat and was taken on board the Stonmaton. He went to Stonington on the steamer.

John F. Thayer, an other on the Narraganisett, said yesterday that he did not miss any of the crew except Chesebore. He thought the others were all safe.

NOT DEAD BUT ON ANOTHER BOAT.

NOT DEAD BUT ON ANOTHER BOAT. William Noyes, a manufacturer of damper regulators in this city, has heretofore been named among the dead. He left New-York on Saturday evening for Nassau, N. H., taking passage on the City of for Nassau, N. H., taking passage on the City of Boston. Several of his friends in Stommgton knowing that he contemplated such a journey, thought that it was probable that he was on the ill-fated Narragansett. They we wed some of the bodies which were awaiting identification, and were certain, owing to a sear on the check of one man, that it was Mr. Noyes. They namediately telegraphed to his wife that her husband was dead. See was inteely preserated by the news, Yesterday morning she received word from her husband that he aid his son, who was with him, had arrived safely in Nassau.

Notice was given to the officers on the pier of the

Notice was given to the officers on the pier of the Stonington line yesterday that the relatives of Charles Wilson, of No. 48 Clinton-st., feared that he was among the lost passengers of the Nartagansett, To a Thinune reporter last evening Mrs. Wilson was among the lost passengers of the Aarragameett. To a limiture reporter last evening Mrs. Wilson said that her busband had beft his home at half aast 4 o'clock Friday afteration to go to B store. He was travelling agent for his brother, George W I goon, a lapting agent for his brother, George W I goon, a lapting deep of Boston, and went to that city frequently. It was his custom to go on the Stonington hearts. Previous to his departure be had made arrangments to send word to his wife better 10 a. m. yesterday regarding an important business matter. Up to hist evening nothing had been heart from him, and his wife has become much alarmed in consequence. Mr. Wilson is thirty-two years of age, and mis always been a resident of this city. He was five feet ten and a half inches in height, and weighed about 150 pointes. He had dark brown hair and a slight missiache. As a mark of identification in case his body is found, it is stated that the top of the fourth finger of his right hand is gone, dark wassenat and dark mixed trousers, and wore low shoes. He were three black studyin his shirt bosem, "He could swim well," added Mrs. Wilson, "and was a very confrageous man, but I cannot find his name or description among the recovered list, and I can be must have been upin d by the collision or become exhaus ear in the water."

The body of Caarles C. Clare, of No. 63 Bright-st., Jepsy City, was identified gesterd y as Stonington by three of his friends, and it was brought to this city in the atternoon.

DANGERS OF SOUND TRAVEL

OPINIONS OF SOUND PILOTS AND CAPTAINS -- A SAFE PASSAGE, ON A POGGY NIGHT CONSIDERED FOR-

As there is heavy travel on the Sound steamers during the Sammer season, and people just now feel great interest in knowing the precautions used in such voyages, a TRINUSE reporter talked on Sunday upon the subject with the captains and pilots of two of the Sound steamers which left New York in the evening.

Commander Thomas C. Collins, of the Newport. of the Newport Line, was found on the steamer at Pier No. 28, at the foot of Murray-st., North River, a few hours before the departure of the heat on its night trip. In reply to a request for his opinion regarding the recent disaster, the Captain said : " Regarding this collision I really have nothing

to say. The night was exceptionally foggy; signal torbits could not be seen at any distance. I do not know how it was about the whostling. There are times, though, when boats may be near together, even when there is almost no wind-and yet they cannot hear each other's whistles. When I was commanding the Brestol, some five or six years ago, when we almost ran into the Providence, Captain Simmons, of the latter steamer, was constantly blowing his whistle, yet we did not hear it. Our whistle was blowing, but he did not hear it, and as we nearly mustree the other boat, Captain Simmons preferred charges against us for not signalling. It happened, however, that Captain Ritchee, then stationed at Newport, was in our pilot-house at the time, and knew we were taking every precaution for safety; so upon his testimony the charge were dropped. It was a pseudiar circumstance, which we could not understand, and the same thing has occurred at other times. Sometimes when it is very windy we may not be able to hear the whistles of boats to the beward, changia in such cases they can hear our whistles and keep out of the way. At such times we may se almost on the should warn as eff."

"Then you trink that very likely nebody was to blame in the accident of Friday until t?"

"It would distike very much to say so. I have known Captain Nye for many years, and he has a most excellent record. Captain Young I also know and beheve him to be accompetent and carful man."

"Then the atmost care may not avail against such second."

"No. Of course we are always careful, but on a night like that there is considerable he knowled. blowing, but he did not hear it, and as we nearly

"No. Of control we are always careful, but on a might like that there is considerable line k involved in the making of a safe passage. Such an accident as hander the same of roundainest threat large a local matter the same of roundainest. There is always a risk in logg and stories, and there are three when no signals are of any avoit?

On herograshed the probable effect, the accident would have mon Sound travel, the Captain said he mought it prints injure it for a time, though it would control may be somet rayed.

The proof of the Newport was found in the wheels-

use, and rescribed the opinions expressed by the scan regarding the dangers of Sound travel.

'But do you not run the boats slower during a

orm or log?"
"Nat at at., We have our fime to make and washing the areas, observing all the precautionary signals gamet accretions,"

"De all the Sound steamers take the same Na; the Fall River and Newport boats run on

enthern sole of the channel, white the Stoning-Norwe is and New-Lendon boats go nearer the sear source. These courses are the more direct near-species locates. or the respective locate."
"You staye, then, your regular course? Do not the northern and southern bound boats of the some line each keep to the right of the line of the

"No. If two boats descover that they are heading for each other, they both veer off widely to the right, but ordinardy they keep in about the same track." Tight, more track."

The pilot of this boat has been on the Soand for twenty years, during the last eight of which he has been on the steamers; before that he was on sading

Vessels.

The reporter then called upon Captain W. D. Ward, of the steamer City of Boston, at Pier No. 40, North River. The City of Boston belongs to the Norwea Line, running between New-Yora and New-London. Conn., and left this city Sunday levening. Mr. Ward thought that very likely the disaster of Friday airbit could not have been prevented under the circumstances. H. niso told of cases where neither signal lights could be seen nor whistles heard. His awa boat might mee, with just such an accident, circful as they all habitually were.

were.

"Of course it is not often that the conditions are as they were on Friday evening," said he; "that was a more than ordinarily foggy night. The City of Beston was then on her way up the Sanad."

Joan Creker, the pilot of the City of Beston was in the pilot house. He told the reporter he had been on the Sound ever since he was a boy and he is now past firty. He has been pilot on the City of Boston for nineteen years—ever since the best was built, lie did not believe anybody should be consumed for the accident, under the cremustances. He thought it might have occurred in mach the same way that a similar collision occurred between the City of Boston and the City of New-York some years ago, "That night" said be, was something like hist Friday night. The fog was so thick that the lights could scarcely be seen a bout's length

one of our boilers overboard and were badly broken up but there was no fire or explosion, forfunately enough. The accident occurred only about a mile from the scene of the late disaster. The pilot thought that under the conditions of Friday night such a collision was unavoidable. Any boat much meet with such a disaster in spite of all the signals, the conditions of atmosphere and weather being against her.

THE DEAD AND THE MISSING. The following list contains the names of thirtylour persons, who are either known to have been loss in the disaster, or had not been heard from by their friends up to a late hour last night. The names are gathered from various sources, and whenever an address was given it was verified, if poss ble, by a TRIBUNE reporter. In addition to the above number five persons are known to have lost their lives, but their names have not been learned : so they may possibly be included in the list below. There were six unidentified bodies washed ashere at different places on the Sound yesterday, and their names also may be included in the list. Judging from all the information received by THE TRIBUNE up to a late hour last night the record of the loss is thirty-nine persons. This is two more than THE TRIBUNE'S first estimate. The list, however, cannot yet be considered absolutely correct. There were nine persons reported at various times in the papers as lost, who are now known to have been saved. They are James Thompson Hiltz, Timothy Murphy, two children of Mrs. Randall, of Brooklyn, Alfred A. Reed, L. E. Round, Walter Round and Fiorence William Noyes, of this city, was also reorted among the missing, but it has since been Additional particulars in regard to some persons mentioned in this list may be found in yesterday's TRIBUNE.

ROWER, S. a lawyer of Attlesoro.

BREWSTER, CHARLES G. proprietor of a Natural His-tory store in Boston. His body was recovered yes-terday morning at Stonington and brought to this ABPLATER, ..... , a daughter of P. M. Carpenter, of Attle-

CARTENTER—, a son of P. M. Carpenter, of Attleboro, Mass.
CHECKLEY, Mrs. of Boston.
CHESKLEY, Mrs. of Boston.
CHESKLEY, Mrs. of Boston.
CHESKLEY, Mrs. of Roston.
CHESKLEY, Mrs. of Roston.
DIX.—, age five years, daughter of A. P. Dix.
DIX.—, another child of A. P. Dix.
DIX.—, another child of A. P. Dix.
FARD, Mrs. SOLOMON, Mystic, Conn.
FILTON, ROBERT, of Arthonoro Fills, Mass.
HOUTON, EDWIY J., Alleboro, Mass.
HENTER.—, of New-York, a colored waiter on the Nartaratisett. McLaughin, the colored steward, has not seen him since the necicent.
LAWSON.——, of Williamsburg, a colored waiter on the Nitrogaussett. The chief steward has not been able to find him since the disaster.
LITTIE, Mess J. K.
LO KWOOD, the Rey, E. B.
MILLS, Mess.
Miller, Mass. CARPENTER -, a son of P. M. Carpenter, of Attle-

MULHOLLAND, DORA

PALMER. — of Rive Co.
PLANE, the Rev. C. E.
PENDER, GROUGE
REMINISTER, C. S., of Burrelville, Mass. His wife was on
the Narragains to but was saved, and is now in Providence forming to recover he furband's body.
SCOTT, CHARLES E. of Flost Providence.

TIVES Mrs., Boston Highlands. TIVES, ——, a son of Mrs. Stevens, of Boston High-

innos, strikson, a child of Mrs. Frederick Stilson, of A lineta, Ga.
STHASIN. —, stocker child of Mrs. Frederick Stilson.
of Atlanta, Ga.
Warman, Hammert M.
Witson, Charits, of No. 48 Chitonest, New-York. Hes

SAVED AGAINST HER WILL.

ATTUENORO, Mass., June 13 .- Mr. Carpenter, prother-in-law of Mrs. Stilson, the Atlanta, Ga . ady who lost her two children, states that he put a life-preserver on Mrs. Stilson by force and then ried to lower her down to the water, but she perasted in changing to the boat and endeavoring to get back on located. She was finally pushed into the water and subsequently picked up.

### WHERE WAS THE WATCH! In the Editor of The Iribune.

Sm: In connection with the sad accident on the Sound the other night, I will now mention a fact which struck me ferribly a week previous. Being on one of the Sound steamers which leaves New York to the evening and being mable to sleep, I twice want ored on on the ferward deck between the hours of 11 p. m. and I a. m. Each time I stayed perhaps a quarter of an hear, and each time bad fine deck entires to mysels, there heing no one on the look-out. Early in the eve ing the waterle was on duty, but as individual approached disappeared. Is loss the way Sound Staniers are usually run?

On As East Thirtieth-st., New York, Jane 13, 1850.

For some months no work has been done upon the unspended superstructure of the East River Bridge owing to the failure of the Edgemoor Iron Company to deliver the steel. The contract required the delivery of 500 tons by December 1, 1879. At the meeting of the Bridge trustees yesterday, Con-troller Steinmetz said that he thought it not right meeting of the Bridge trustees yesterday, Controller Steinmetz said that he thought it not right for the two cities to be obliged to pay the interest on \$12,000,000 for seven mouths, or a longer time on account of the delay of contractors who were under \$100,000 bonds. President Morphy said that the contract signed August 6, 1879, required the delivery of 500 tons of steel by December 1. The contractors were not bound to furnish any more of the 5,000 fons-called for miless they were given notice before May 1, 1880 by the fursies that they were to proceed, and then the remainder was to be delivered beginning after sixly days. That notice was given Aprill 9, 1880. As yet fiend of the iron and steel has been delivered, but a large portion of the first 500 fons has been forgod and much of it is already tolled. One cause for the delay is the way in which the engineers modified the plans for the height of the trusses so that Pullman cats could go under the griders. These plans were not delivered to the company until the another of January 80 that the company could not go on. The plans also required beams for the fixed and chords of such magnitude that the Cambria Shell Company of Johnstown, Fenna, which cast the sked, had no shears in size sufficient to cut the blooms. The company is now making the requisite machinery and hopes to be ready to deliver the sked in two nouths. The Edgene or Company as a lound its machinery madequate to the work and had to culate it.

Colonel Paine of the Bridge engineers was called.

II. I Paine of the Bridge engineers was called Marshall moved that the President, Vice President and Secretary investigate the whole mater and report at the next meeting. Mr. Steinmete moved as an amendment that a committee of three be appointed to investigate the whole matter and find out what the contractors would do about it. There was much more debate in which Controller Steinmetz showed intense feeling and referred to the fact that he had been called a demangement at a previous meeting. He family all red his amendment so as to add the President, Vice President and Chairman of the Eventive Committee to the Committee of Investigation, which should report at the next meeting. Mr. Strandhan maended by restricting the Committee to the three differs mannet and this was carried with only the dissenting voice of the Controller. The meeting then adjourned.

# INCENDIARIES IN JERSEY CITY.

The Hudson County Hotel, at Oakland and Newrk-aves., Jersey City Heights, George O.borne repeletor, was set on fire twice Sunday might by ncendiaries. The first fire was between the geiling of the upper story of the building, and the flames ere extinguished before the hotel was damaged were extinguished before the lotel was damaged arrandy. Two hours later a bed in a room on the third if or was set on fire, and the flames were ex-tinguished with great difficulty, as they gained onsale node headway before the arrival of the fire

considerable headway before the arrival of the fire appearants.

A few minutes before midnight Sunday, a man dressed in dark blue clothing placed two papers between the weather-boards of the stables of Thomas Stiff, an undertaker, in Cook-st., Jersey City, and set fire to them. An alarm was given by Mrs. Ella Roberts, of Cook-st., and the flaces were extinguished without treable. A description of the man was furnished to the police authorities. During the last three months briarry twenty buildings have been set on fire in Jersey City, but there is no clew to the meandaries. In some cases the flames spread so rapidly that the firemen were unable to save the buildings which had been set on fire.

RIVALS IN SOCIAL SUCCESS.-Scene-Stair-We the representation of the Dorne statement of the west of the result of the result of the propert and how came you here!" Mrs. Robinson (a still news beauty.) "We grove, care Mrs. Jones. You don't mean to say you came on word?"—[Punch

GARFIELD AS A TEACHER.

RECOLLECTIONS OF AN OLD PUPIL. THE INSTITUTE AT HIRAM, OHIO, AND ITS YOUNG PRESIDENT-DISCIPLINE IN THE RECITATION-ROOMS, BUT JOLLILY ON THE CAMPUS-ILLUS-

TRATIONS OF A MARVELLOUS INDUSTRY. M AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE. DANBURY, Conn., June 11 .- Hearing that ne Rev. J. L. Darsie, of the Disciples' Church (" Campbellites") in this place, was formerly a pupil of James A Garfield, at Hiram, Ohio, I called on him to-day to learn mething about that interesting episode in the candi-

date's life. "Yes," he said, " I attended school at the Western Reserve Eclectic Institute when Garfield was principal, and I recall vividly his method of teaching. He took very kindly to me, and assisted me in various ways, because I was poor and was jaintor of the buildings, and swept them out in the morning and built the fires, as he had done only six years before, whon he was a pupil at the same school. He was full of animal spirits, and he used to run out on the green almost every day and play cricket with us. He was a tail, strong man, but dreadfully awkward. Every new and then he would get a hit on the nose, and he muffed his ball and lost his hat as a regular thing. He was left-banded, too, and that made him seem all the clamster. But he was most powerful and very quick, and it was easy for us to understand how it was that he had acquired the reputation of whipping all the other mule-drivers on the canal, and of making bimself the hero of that thoroughfure when he followed its tow-path ten years earlier.

" No matter new old the pupils were, Garfield always called us by our first names, and kept himself on the most familiar terms with all. He played with us freely scuffled with us sometimes, walked with us in walking to and fro, and we treated him out of the class-room strict disciplinarian, and enforced the rules like a mar tinet. He combined an affectionate and conficing man-ner with respect for order in a most successful manner. If he wanted to socak to a pupil, either for reproof or approbation, he would generally manage to get one arm ar-und him and draw him close up to him. He had a peculiar way of shaking hands, too, giving a twist to our arm and drawing you right up to him. This sympatactic manner has hesped him to advancement. When I was janiter he used sometimes to stop me and ask my purpon about this and that, as if seriously advising with me. I cm see now that my opinion could not have partly to increase my self-respect, and partly to show me that he felt an interest in me. I certainly was his

Prend all the firmer for it.

"But you inquired about his teaching. I remember once asking him what was the best way to pursue a certain study, and he said : ' Use several text-books, Get In that way you can plough a broader fur row. Talways study in that way.' He tried aard to teach us to observe carefully and accurately. He broke many posts are there under the building down stairs! Henry expressed his opinion, and the question went around the class, hardly one getting it right. Then it · How many windows in the building P 'How many trees the peculiarities of any familiar objects. He was the numbered every button on our coats. A friend of mine was walking with him through Cleveland one day when Garfield stopped and darted down a cellarway, asking his companion to tollow, and briefly pausing to explain aimself. The sign 'saws and files' was over the door, and in the depths was heard a regular clicking sound, I think this fellow is cutting files, said he, 'and I have never seen a file cut.' Down toey went, and, sure enough, there was a man recutting an old file, and they stayed ten minutes and found out all about the process Garfield would never go by anything without under standing it. "Mr. Garfield was very fond of lecturing to the school,

He spoke two or three times a week, on all manner of

topics, generally ecentific, though sometimes literary or historical. He spoke with great freedom, never writing out what he had to say, and I now think that his lectures were a rapid compilation of his current reading, and that he threw it into this form partly for the purpose of impre-sing it on his own mind. If a facility of speech was learned when he was a pupil there. The societies had a rule that every student should take his stand on the platform and should take his stand on the platform and speak for five minutes on any topic suggested at the moment by the audience. It was a very trying ordeal. Garfield broke down badly the two first times he tried to speak, but persisted, and was at last, when he went to Whimms, one of the hest of the five-minute speakers. When he returned as principal air radiates was striking and remarkable.

At the time I was at set cool at Hirran, Principal of ritid was a great reader, not conditions, but methodical and in certain lines. He was the most insustance that it was at the cool of the five-minutes on greatery, held public debates on sections of the course of the condition of the control of the legislature, and stadied law to be admitted to the bert. He has often said that he never could have performed thus labor if it had not been for the assistance of two effect and carnet women—Mis. Gaffied herself, his early schoolmate, who and followed her husband in his studies, and Miss Aimeda A. Booth, a member of the faculty. The latter was a graduate of Oberlin, and had been a teacher of young Gaffield had speeches to make in the Legislature of our heads and how that he had returned as head of the faculty, and how that he had returned as head of the faculty, and how that he had returned as head of the faculty, and now that he had returned as head of the faculty, she continued to serve him in a set of more required to the lateral of serve him in a set of how here young direction the Legislature or on the stump, or lectures to deliver, these two ladies ransacked the literary by day, it is a set of the faculty. the Legislature of on the stump, or lectures to de-yer, the extra ladies ransacked the library by day, decolected facts and marked books for his digrestion of u e is the preparation of the discourses at might, r. Garfield always acknowledged his great obligation (Miss Ameda Booth, and at her death, recently, he awared one of the most touching and eloquent ad-resses of his life. as and hearlife.
Mr. Garlield will be sure to get a large vote from the

"Mr. Gatheld will be sure to get a large vote from the sembers of the Disempes Courted in the country. We under amout half a multon. Our creed is the Blaic lone. Every man is at liberty to interpret it for fam-if. We have no written formula, except 'Jesus Carist the Sow of God.' On anything else men may offer, ears immersionists, of conise—members of the great and strainly. Garheld was never ordained a minister, at he is an earnest member, at deprached in this town convious very ages and be summer. Cit zens remember but he is alrearned memory, any process as a consequence of the same of the consequence of the same of the consequence of the same of the consequence of the conseque

EN ROUTE FOR WASHINGTON. CLEVELAND, June 14.-General Garfield will ave for Washington this afternoon. He will go by way

## MIDNIGHT WEATHER REPORT. GOVERNMENT INDICATIONS.

Synopsis for the past 21 hours. WASHINGTON, June 15, 1 a. m .- The storm centre yesterday afternoon at Keokuk has moved e.st-ward, and is near Indianapolis. County and threatening weather are reported from the Lake Region and the Middle Atlantic States. The barometer has risen de Adamtic States. The winds in the Middle Atlantic states have veered to easterly with local rains. The emperatures have fallen decided y in the Northwest,

the Lake Region and the Middle Atlantic States, and

have risen slightly in the Gulf States. Reports are miss ing from the extreme Northwest, the northern portion Upper Lake Region and Pacific Coast. fautteutrons. For New-England, falling preceded in the eastern per-tion by rising barometer, variable winds, shifting to cond or some stationary or higher temperature, partly coundy or electron we other, with rain. For the Muddle Alliante States, tailing barometer, easterly verying to southerly winds, warmer, partly loudy or cloudy weather, with rain.

Cantionary Signats. Cautionary signals continue at Cape Lookest, Cape Hatistas, Kitty Aawk, Cape Herry, Calicateaque, Breakwater, Cape May, Atlantic City, Bornegat and South Hook, and are ordered for Cleveland, Section 5, Eric Buffalo. mitale.

TRIBUNE LOCAL OBSERVATIONS.

HOUTES: Morning Night. 1 L = 1 h 6 T 89101112 1 2 3 4 5 6 7 89101112 29.5 The suscessions the transmitter as anthons in tolskilly by tenti-lucies. The perpendicular flare give dividions of time for this recording midnight, the breeders white flare region of the for the state of the mercary during those home. To be the second of the flare represents the mercary during those home. To be the second of the line represents the second of the

THIRDENE OFFICE, June 15, 1 a. m .- The barometer rose steadily yesterday. The temperature was a trifle lower than on the previous day, the average being 70° against 71120 on Sunday, with an extreme range of 120, the highest being 77° at noon, and the lowest 63° at 6

a. in.

For this city and neighborhood cloudy or cartly cloudy weather with light rains and somewhat higher temperature may be expected to-day. A RAILROAD SOLD.

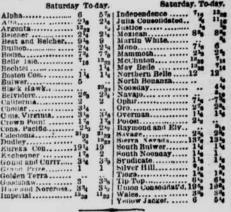
nd Dalton Railroad was sold to-day for \$1,503,000.

SELMA, Ala., June 14.-The Selma, Rome

and was bought by the East Tennessee and Georgie

CALIFORNIA MINING STOCKS.

SAN FRANCISCO, June 14 .- The following are the closing official prices of mining stocks Saturday and to-day:



LATEST SHIP NEWS.

PORT OF NEW-YORK ... ARRIVED JUNE 14. Bark Josip (Aust), Cassovich, Liverpool 33 days, with coal to Perkins & Co; vo-sel to master.

Bark Syalen (Swed), Hoim, Rio Janeiro April 16, with coffect to Johnston, Perry & Co; ressel to Funch, Edys & Co.

Bark Pedro Gusi (Span), Pages, Havana 9 days, in ballast Bark Nueva Paulo (Span), Pages, Havana 9 d's, to master

All true fellows worthily point to the "Hub Punch" as an article of such rare and exceeding ment as to deserve a place on every sidebeard. Its agreeable toole properties and debicions flavor, either hot or cold, are the intural sales of the careful selection of ingree mis some side such as the propositions, d. either words of the properties, d. either was deserved in the properties. The properties are such as the properties and the properties of the properties and the properties are such as the properties of the properties are such as the properties of the propert

DIED.

DIED.

CAMPBELL—On Snaday morning, June 13, 1830, Eugens Oakiey, only son of James and Holon W. Campbell, in the 5th year of his age.

Reintives and friends are invited to attend the funeral senvices at the Churco of the Incarnation, corner Madison-ave, and 5th-st., on Tuesday atternoon, June 15, at 3330 '9:cook.

HARPER—On Friday, June 11, H. Amella, wife of John W. Harper, and daughter of the late Joseph Wesley Harper.

The funeral services will be heed at her late readence, No. 23.5 (th. ve., on fuseday morning, 10th vate,, at 10 o'clook. It is kindly requested that no dowers be sent.

MASON. Saddents, at Paris. Paris.

It is kindly requested that no dowers be sent.

MASON-Saddenty, at Paris, France, May 17, after a brief
timess, Mary Isabella, wife of Dr. William Mason, and
daugnter of Mt. George James Webb.
A simple foneral service will be held Tuesday, June 15, at her
interestationed in Orange, N. J., on the arrival of the 2:30 p.
In train from Barclay and Christophersta. It is simily requested that no dowers be sent.

N.E.WMAN-Suddenly, on Saturday morning, June 12, Clement D. Newman.

Reinityes and triends are invited to attend the funeral from
his late residence, No. 340 Jay-st., Brooklyn, on Tausday,
10th inst, at 10 a. m. telatives and friendad, No. 342 Jay-st., Brooklyn. on Tausdar, 15th inst., at 10 a.m. interment at Sleep Hollow Cemetery. Tarrytown. Priends are kindly requested not to send flowers.

are kindly requested not to send flowers.

OPDYKE—On Saturday morains, June 12, at his residence in this city, George Opdy e, in the 75th year of his age. Relatives and friends are invited to attend his funeral services at the Collegiate Reformed Church, corner of 5th ave. and 48th at. on Tuesday, the 15th inst. at 9:30 a.m. It is kindly requested that no flowers be sent. kindly requests! that no flowers be sent.

PATTEN-In Camden, N. J., on the 11th inst., B. W. Patten, in the 64th year on his age.

Funeral at Stafford Springs, Conn., Tosaday, at Sociock.

Funeral at Stafford Springs, Conn., Tasaday, at 3 o'clock.
SHATZEL—On Monday, the 14th aut., at her home, the rest, id-nee of ner brother ind at which a week. The rest id-nee of ner brother ind a way at the late william Shatzel, of New York are invited to attend the funeral services on Wednesday at 3 o'clock p. m.
Whit FF.—Sixth month, 13th, after a lingering liness, William C. White, in the Soft year on his age.
Relatives and fraends of the family are respectfully invited to atte d the funeral from his late residence, No. 239 Eass Broadway, on Third day, 15th unst., at 3 o'clock, and also Briends Meetingoons, Shrowsbury, N. J., on Fourth day, 16th inst., at 2 o'crock.
WILSON\_At Figureth, N. J., Sunday, June 13th, Mary.

Wilson—At Elizabeth, N.J., Sunday, June 13th, Mary, wife of William Wilson, in the 55th year of her age.
Relatives and friends are respectfully invited to attend the funeral from her late readence, No. 0.3 Mooroe ave., in said city, on Wednesday, 16th inst., at 2 o'clock p. m.

# Special Notices.

Advertisements intended for the next issue of THE VERKLY TRIBUNE should be handed in before 8 p. m. to Bangs & Co., Auctioneers, 739 and 741 Broadway,

will sed at anotion on WFDNESDAY, JUNE 10, at 10:30 a. m., BY ORDER OF THE "UPERIOR COURT, the STERROTYPE PLATES of Parsons on Costs. Addison on Forts, Campbell's Chief-Justices, Audison on Jurispradence, Pay's Justices, Andison on Contracts, &c., 21 10st in all. CAFALOGUES READY.

CATALOUGES WARD.

Congress Warer.

This famous water is a well-known specific for constipation, indigreation and all disorders of the monach, liver, kidosya biander, de. Other engravate such disorders when they or sit, not become the engravate such disorders when they or sit, not become the engravate such disorders when they or sit, not become the engravate such disorders when they or sit, not become the engravate such disorders when they or care in the engravity of the engravi

## Diseases OFTHE NERVOUS SYSTEM.

The importance of the nervous system, its power over life and the direct bearing which it has on human happiness, is theroughly recognized; its uses and the danger of overtax. ing it, whether through intense mental application, or by the excessive indulgence of the appetites and proposities, are proper subjects for consideration. When the nervous system is deranged, it is absolutely notessary to promptly seek advice from an expert who, for a long series of years, has devoted his whole time and attention to this study, and who, from his experience and practice, has learned to discover at once the cause and as promptly apply the remedy, thus avoiding the painfully slow seeking for the truth so common to the interpretance i and so amonying to the patient, who very participations. and an it would intense mantal application or by t experience; and so annoying to the patient, who, very naturally, wants to know without delay what is the matter, the extent of the derangement, the probabilities of recuperation,

and the time required.

If the brain has become exhausted by intense mental appli-If the brain has become exhausted by intense mental approach, depriving it of the power of connected thought it can only recover its strength by being properly fed and nourished by the use of certain systematic methods. It is precisely the same with the nerves that preside over organic life. The value of this branch of medical practice can scarcely be overrated, for it reaches marriage, the perpetuation of family names, the securing of hereditary titles, and the reten-

tion of estates in the sam: family.

From a long and large experience in this direction, I have been able to command by my success the thaukful appreciation of seme of the first lamilies in the city and nation, and 1 can communicate much that pertain to the over-exercise of every department of the nervous system and the means of re-covering its powers, whether of brain, appetite, propensity, or

HENRY A. DANIELS, M. D., 144 LEXINGTON-AVE., NEAR 29TH-ST., NEW YORK. HOURS, S to 1 and 5 to 7.

Reep the blood cool and the brain clear by the use of TARRANT'S SELTZER APERIENT. On Ice. - Luxurious and healthful. HOFF'S MALT EX-TRA: T for invalids and convalescents. TARRANT & Co., Sole Agents. Heware of countercets.

Patents. Earle H. Smith, Expert in Patent Causes and Solicitor, 31 years' experience. Highest references, 31 Park row, New York.

Fost O lies Notice.

The toreign mails for the wast enlarg SATURDAY, June 19, 1850, will close at this of the of WEDN ESDAY, at 8:30 at 100 pt. 1850, will close at this of the of WEDN ESDAY, at 8:30 at 100 pt. 1850, will close at this of the of WEDN ESDAY, at 8:30 at 100 pt. 1850 p

Ready This Morning : THE SEMI-WEEKLY TRIBUNE.

The issue of to-day contains Letters from Staff and other Correspondents in the Oil

World and the New Price (in wrappers ready for mailing), five cours per copy one copy, one year, 83. Silvo copies, \$11 ten copies and 328 extra, \$28. Postage in all cases tree to the subscriper. THE TRIBUNE, New York.

Stricture, Impotence and Diseases of the Generative Organs radically and speeddy cured. Hours, Stor and Stor HENRY A. DANIELS, M.D., 144 Lexington-ave., near 29th at

Dolitical Notices.

Political Not Banners. Pertraits and Flags, At HOJER & GRAHAM'S, 97 Duaness., New-York Republican Central Committee.—Regular monthly meeting at Republican Hali, No. 55 West 33d-st., THIS (FUESDAY) EVENING, at 8 of clock. C. A. ARTHUR, President FULE BASHTH, Socretaries.
SAMUEL G. BURNS. SOCRETAINS BASH ST. SOC. SOC. Meeting of the Executive Committee at 7:30 e'clock.
Meeting of the Executive Committee at 7:30 e'clock.